HAMPDEN TOWN COUNCIL WORKSHOP

HAMPDEN MUNICIPAL BUILDING

AGENDA

MONDAY DECEMBER 8, 2025 6:00 P.M.

A. CALL TO ORDER

B. PLANNING & CED STATUS REPORT

C. UNFINISHED BUSINESS

a. Setting priorities for VPI (Village Partnership Initiative) projects

1. Public comment
2. Council discussion

D. NEW BUSINESS

a. Update and discussion regarding the DEP well testing program – *requested by Councilor Jakubas*

1. Public comment
2. Council discussion

b. Council discussion regarding a public use sand pile – *requested by Chair LaChance*

1. Public comment
2. Council discussion

E. ADJOURNMENT

Note: Council will take a five-minute recess at 8:00 p.m.

INFORMATION FOR THOSE WHO WISH TO JOIN IN THE HAMPDEN TOWN COUNCIL MEETING REMOTELY:

YOU MAY PHONE IN USING THE NUMBER BELOW (FOLLOWED BY THE PIN #)

OR

FROM A LAPTOP OR A DESKTOP YOU MAY GO TO VIDEO CALL LINK

Town Council Meeting
Monday, December 1, 2025 6:00 p.m.

Google Meet joining info: https://meet.google.com/itd-xcrb-odn?hs=122&authuser=0

Video call link: (US)+1 216-800-7357
PIN: 633 583 157#

INSTRUCTIONS ARE POSTED WITH THE AGENDA ON THE TOWN CALENDAR AT HAMPDENMAINE.GOV

Using Google Meet to Participate in Hampden Town Council Remote Meetings

How to join:

1. Town Council members will receive an email or a Google Calendar invite with a link to join the meeting.
2. People interested in joining will need to go to the link posted on the town events calendar at www.hampdenmaine.gov.
3. Anyone can also join for audio-only participation by calling the number provided on the town events calendar and then entering the PIN provided followed by the # symbol.

Protocols for Remote Meetings:

1. Log in or call in at least 5 minutes before scheduled start of meeting.
2. For the audio portion, use either your phone or your computer microphone, not both.
3. Mute your phone or computer mic unless speaking. Remember to un-mute if you want to speak. To mute or unmute in Google Meet, click on the little microphone icon at the bottom of the screen; note you may need to move your mouse pointer around the bottom of your screen to get the bottom bar to appear.
4. Speak up if using a computer microphone or if using the speaker function on your telephone.
5. Do not rustle papers in front of your mic unless it's muted. Please minimize background noise.
6. If you're referring to a document, identify it including page or sheet number.
7. If using the video function, have a light source in front of you if possible. Try to avoid backlighting.
8. If you want to look good, have your camera mounted at eye level or above. Look at yourself on screen to check the lighting, camera position, what's in the background, etc. In Google Meet, you can do this "video check" when you open the program before you join the meeting.
9. If you are participating by audio only, identify yourself when speaking.
10. ALL votes will be by roll call.
11. After the meeting is adjourned, click on the red phone icon on the bottom bar to leave the meeting, or (obviously) just hang up the phone if that is how you are participating.

For detailed instructions on using Google Meet, please refer to their website:

support.google.com/a/users/answer/9282720?hl=en

D-a

Memorandum

TO: Town Council
FROM: Paula Scott, Town Manager
DATE: 12/4/2025
RE: Well Testing Program

In October, I mailed letters to the abutters of the Pine Tree Landfill to inform them of the legislation regarding well testing. As you may recall, I informed you at a subsequent meeting that I "may have overshot" because I had been contacted by someone from DEP telling me that some of the people that contacted them did not qualify. I didn't understand it to mean that it was because they were not abutters whose property actually touched the landfill. I thought I just was wrong in the abutter calculations.

Councilor Jakubas has provided background information on the legislation and has asked for this item to be included in tonight's agenda. I am also including a copy of an email that I sent to the Policy Office at Maine DEP.

Paula Scott <townmanager@hampdenmaine.gov>

Re: Residential testing of well water for PFAS actual wording

3 messages

Walter Jakubas <wjj637@icloud.com> Fri, Nov 28, 2025 at 3:27 PM
To: lachancetowncouncil@hampdenmaine.gov, townmanager@hampdenmaine.gov
Cc: swalectowncouncil@hampdenmaine.gov, cubberleytowncouncil@hampdenmaine.gov, jarvitowncouncil@hampdenmaine.gov, rydertowncouncil@hampdenmaine.gov

I thought it might be helpful to have the actual wording of the legislation to fully understand the problem I outlined in my last email. Below is the actual wording of the section in question.

"For purposes of this subsection, a property is considered to be abutting a solid waste landfill if the property is contiguous to property on which the landfill is located, including directly across a public or private right-of-way from the landfill, and is located within one mile of property on which the landfill is located."

Wally Jakubas
wjj637@icloud.com

On Nov 28, 2025, at 2:37 PM, Walter Jakubas <wjj637@icloud.com> wrote:

Sorry if this is the second message you are getting on this subject. I am still getting used to the tablet I was given at council. It has my previous email that I sent to all of you in queue for over an hour so I am resending from my home computer.

It has come to my attention since our last council meeting that the Maine Dept. of Environmental Protection (MEDEP) is not granting requests by Hampden residents that live within one mile of the landfill to have their well water tested for PFAS. If you recall, in October, Paula sent out a letter to all the residents that live within one mile of the landfill that stated they could have their well water tested for PFAS as stipulated by the new state statute 38 MRSA section1310-N, subsection 10-B. MEDEP is allegedly denying requests from residents that are not directly abutting the landfill. Although the original bill (LD1604) that was submitted to the legislature had the wording that a property is eligible for well testing if it is contiguous to the landfill OR within one mile of the landfill, in the Senate amendment S-128 the bill was rewritten to read the eligible properties include those that are contiguous to the landfill AND are within one mile of the landfill. Someone at MEDEP is claiming residents that live within one mile of the landfill but are not adjacent to it do not qualify because they do not meet both conditions stipulated in the bill. I have some ideas on how to address this problem (e.g., through MEDEP Assistant Attorney General, by introducing omnibus legislation, working with the Maine Municipal Association); however, I do not know if this would be appropriate for Monday's council meeting or better for the next council workshop. Time may be of essence depending on deadlines for submitting omnibus legislation. Please let me know what you think is the best was to proceed. Thanks.

Wally Jakubas
wjj637@icloud.com

Matt LaChance <lachancetowncouncil@hampdenmaine.gov> Sun, Nov 30, 2025 at 7:22 PM
To: Walter Jakubas <wjj637@icloud.com>
Cc: townmanager@hampdenmaine.gov, swalectowncouncil@hampdenmaine.gov, cubberleytowncouncil@hampdenmaine.gov, jarvitowncouncil@hampdenmaine.gov, rydertowncouncil@hampdenmaine.gov

Paula Scott <townmanager@hampdenmaine.gov>

Well testing program

1 message

Paula Scott <townmanager@hampdenmaine.gov> Wed, Dec 3, 2025 at 2:51 PM
To: kevin.martin@maine.gov

Good afternoon Mr. Martin,

I am starting my inquiry with you as a Policy Development Specialist, because I am not sure where else to start. In October, the Council directed me to send out letters notifying residents near the encapsulated Pinetree landfill that they should contact the DEP to request a well test, per the law that was originally intended. Information on the law was provided to me not only by the town's environmental engineering consultant, but also from concerned members of our public through our Environmental Trust committee. After the letters went out, we were informed by DEP that the testing is only for those abutters whose property abuts the landfill *and* is located within one mile of it, not *or* is located within one mile of it. (Excerpted below)

"For purposes of this subsection, a property is considered to be abutting a solid waste landfill if the property is contiguous to property on which the landfill is located, including directly across a public or private right-of-way from the landfill, and is located within one mile of property on which the landfill is located."

This means that any of our residents whose property is located a mile from the landfill, but whose property does not directly touch it, are disqualified.

I would argue that was not the original intent.

I am interested in finding out how it was changed, but more importantly, to find out how to serve the residents who are only one mile away, but whose property does not physically abut the landfill. I noticed on the website that your office, the Office of Policy, assists with legislation. I would be most interested in speaking with you on behalf of the Town Council to find out how we might go about getting it amended.

Thank you in advance,

Paula A. Scott

Paula A. Scott
Town Manager
Treasurer

Town of Hampden
106 Western Avenue
Hampden, Maine 04444
Tel: (207) 862-3034 Ext. 137
Fax: (207) 862-5067

Under Maine's Freedom of Access law, all email and email attachments received or prepared for matters concerning Town business are likely to be regarded as public records which may be inspected by any person upon request, unless otherwise made confidential by law. If you have received this message in error, please notify this office immediately by return email. Thank you in advance for your cooperation.

Memorandum

TO: Town Council
FROM: Paula Scott, Town Manager
DATE: 12/4/2025
RE: VPI Study Priorities

During the October 27th workshop, the final VPI (Village Partnership Initiative) study report was presented to the Council. Also present was Jack Bosies, Planner for BACTS (Bangor Area Transportation System) who answered some questions from Council. At the conclusion of the meeting, Council asked that staff put together a list of priorities to discuss at a future workshop. On December 2nd, Amy, Victor, and I met to produce a list to discuss with Council. Jon and Chief Bailey weigh in via email. This is a preliminary list of priorities.

First priorities:

* Main Rd S/Rte 1A (from Kennebec to Reeds Brook, to Weatherbee, to Western) Traffic calming in front of Skehan - this is identified as a physical study site through the Safe Streets for All grant through BACTS

* Coldbrook & 1A intersection - traffic calming lane, installation of a Dynamic vehicle approaching sign. This is also identified as a physical study site through the Safe Streets for All grant

* Western Ave (from Constitution/Pool (both sides) to Rte 202) - Traffic calming, narrower lanes, and another Dynamic sign

* Western Ave up to Old County - sidewalks, crosswalks. Possible center turn lane near Dunkin and Coffee Pot

* Pocket parks/signage (not necessarily stand alone, but to be incorporated with other improvements)

Ultimate goals:

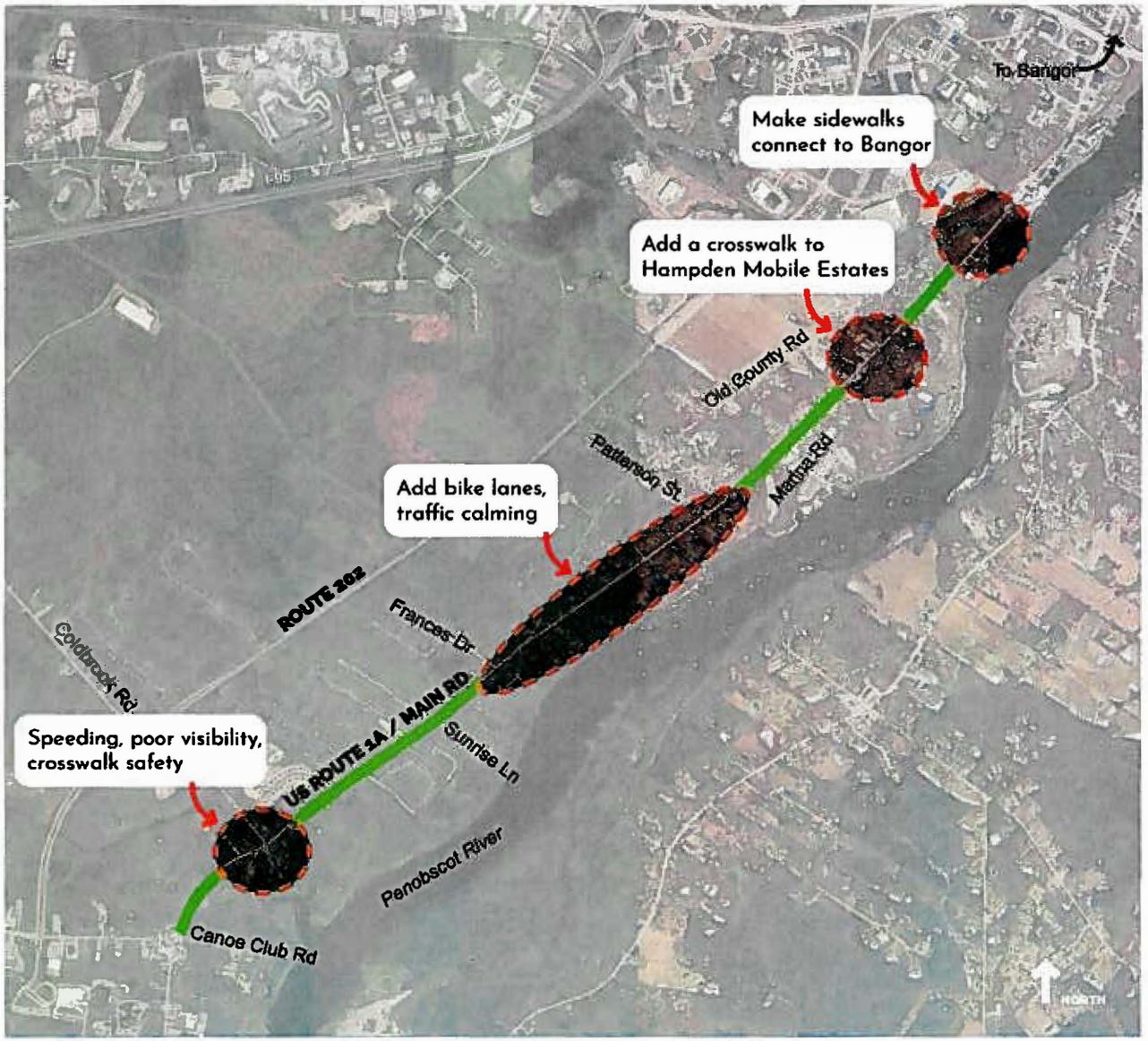
* Business loop downtown to intertwine commercial areas (near Subway, the mini mall, etc.)

* Weatherbee/McGraw school entrance and pickup area improvements

For your edification, I have included an overview of the locations studied based upon participant (public) feedback. Since this meeting is about priorities, I have also called out the five community driven priorities for your information. As this is a long document, I have linked the study and appendices at the end of this memo. I would encourage you to refamiliarize yourself with parts of the study that speak to specific projects.

VPI Study

C-a

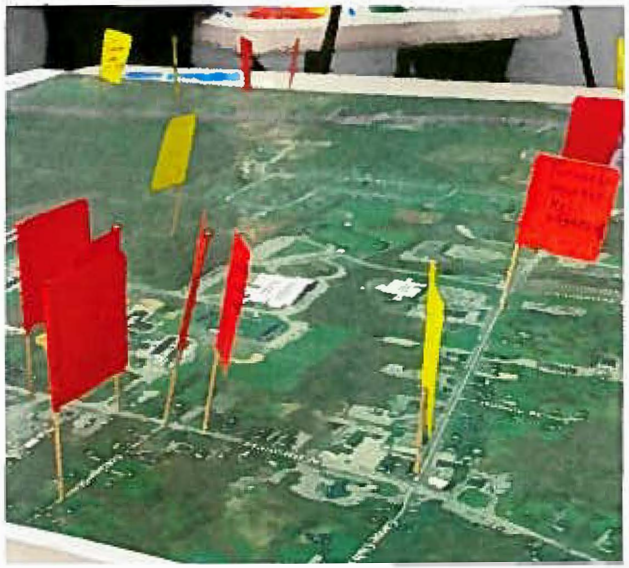


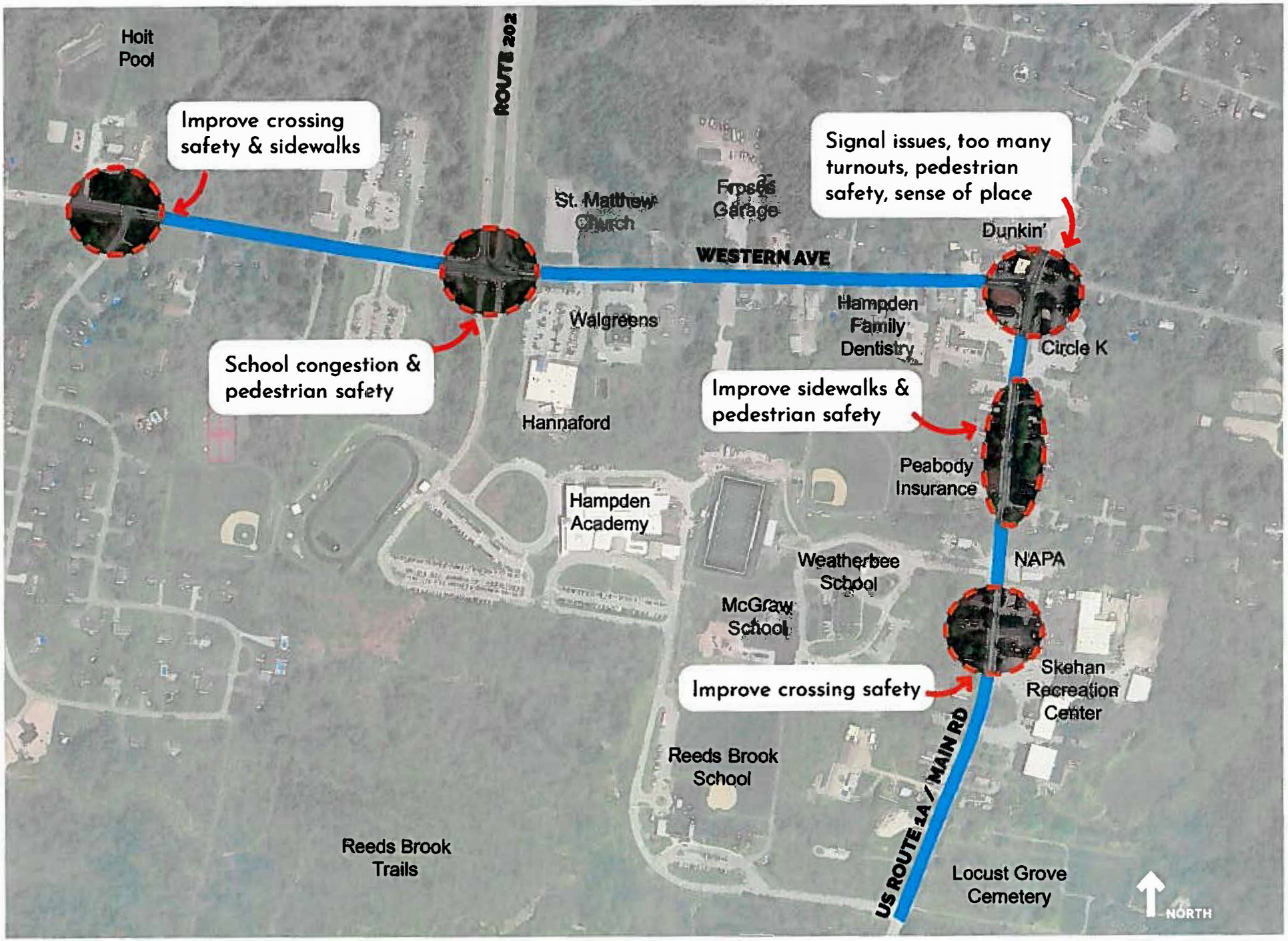
LOCATION-BASED FEEDBACK

Each of the three outreach methods asked participants to identify locations within the study area that were problem areas, areas for potential improvement, and areas that are currently working well. This location-based feedback was analyzed to identify "hotspots" that would inform design alternatives later in the project. Several of the most common locations and issues are shown on the maps on this page and the following pages. Complete results can be found in Appendix B.

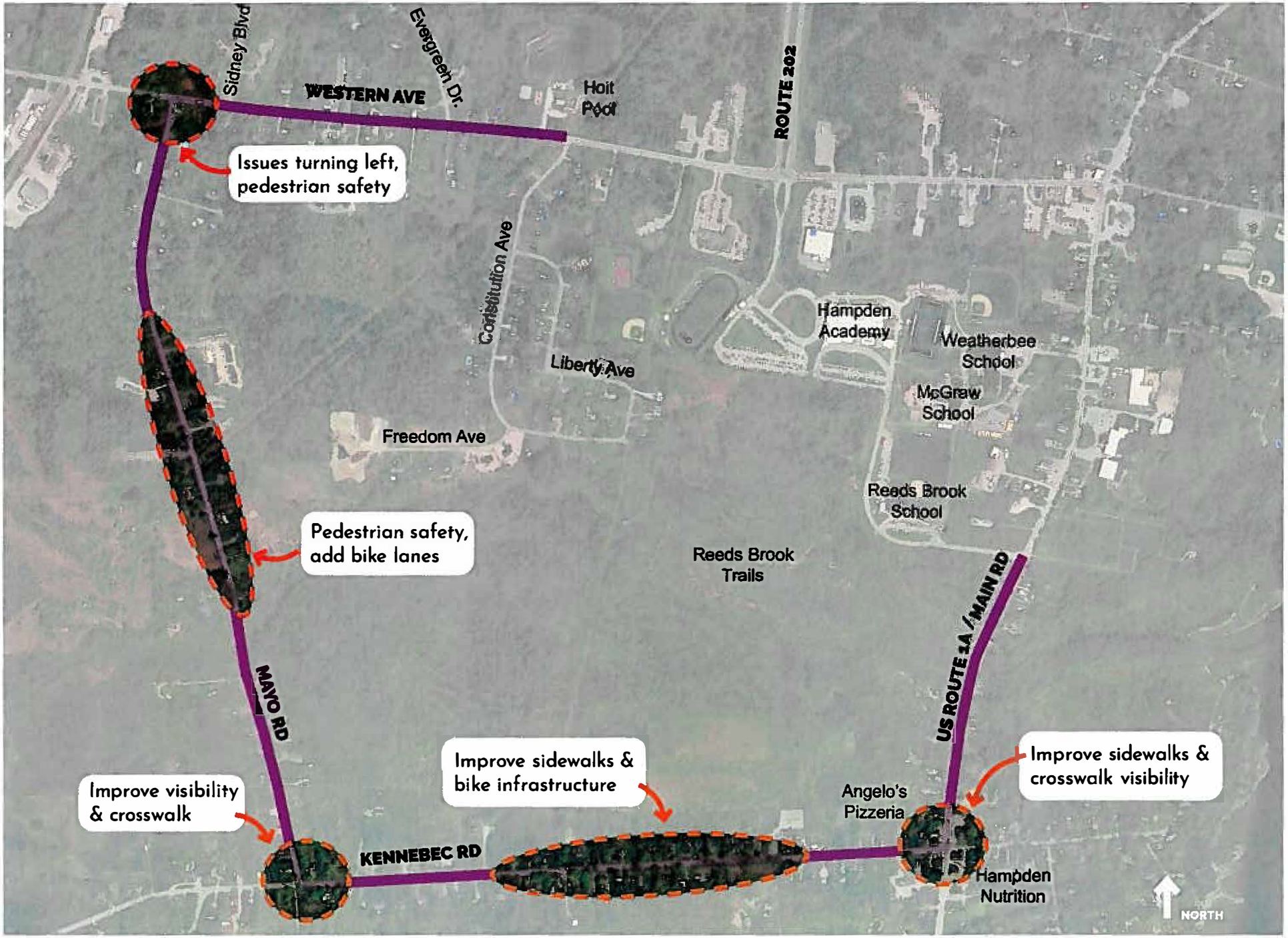
Below: *Flagged locations at the public meeting*

Left: *A map showing common concerns along Route 1A identified by public engagement*



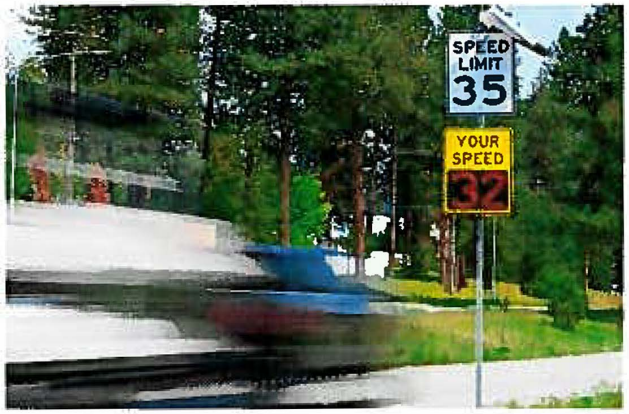


Above: *A map showing common concerns in the Downtown Core identified by public engagement*



Above: *A map showing common concerns in the Outer Core identified by public engagement*

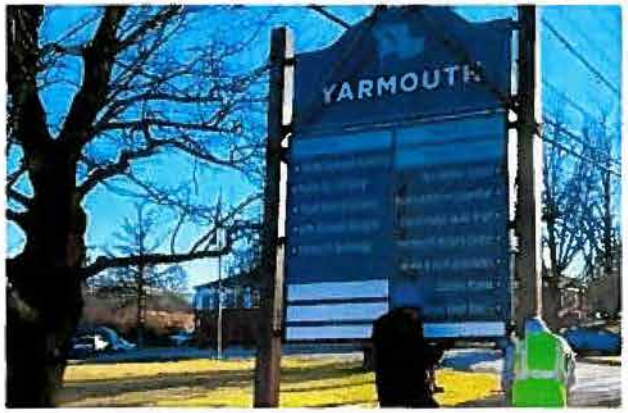
The five community-driven priorities are:



Traffic Calming

Transportation safety for all modes and users is the most widely agreed-upon issue identified in this study. In addition to designating sidewalks for pedestrians and bike lanes for cyclists, addressing speeding concerns is crucial to ensuring safe interactions between vehicles, cyclists, and pedestrians at conflict points. Excessive vehicle speeds create dangerous conditions, reducing visibility and reaction times for all road users. To mitigate this, the study incorporates traffic calming measures throughout its recommendations, aiming to slow vehicular traffic, enhance visibility, and improve overall safety at key intersections and crossings. By prioritizing these strategies, the town can create a safer and more accessible transportation network for everyone.

Above: *A dynamic speed feedback sign*[6]



Wayfinding + Placemaking

Incorporating clear signage and attractive streetscapes strengthen sense of place while also making it easier for visitors to navigate. Well-designed signs can highlight key landmarks, direct people to local businesses, and create a cohesive visual identity that reflects the town's character. Thoughtful streetscapes, including decorative lighting, benches, landscaping, and pedestrian-friendly pathways, enhance the town's charm and encourage walkability. These elements not only improve wayfinding but also foster a welcoming atmosphere that strengthens community pride and encourages visitors to explore Hampden's unique offerings.

Above: *A wayfinding directory sign*[7]

School Zones

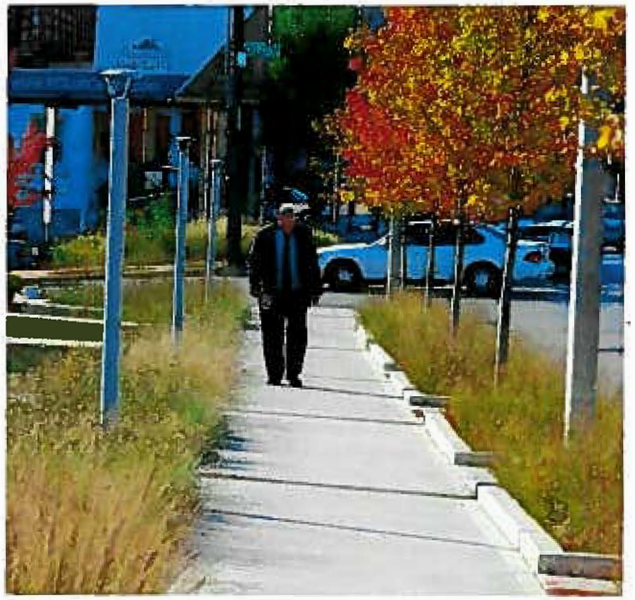
Creating safe routes to schools is essential to encouraging students to walk or bike, promoting both healthy lifestyles and reduced traffic congestion. Well-planned sidewalks, bike lanes, crosswalks, and traffic calming measures help ensure that students can travel safely to and from school. Additionally, redesigning the school drop-off area at the George B Weatherbee School is critical to preventing backups that spill onto Route 1A, which can create hazardous conditions and disrupt local traffic flow. By improving the efficiency of the school's traffic patterns and enhancing pedestrian and bicycle infrastructure, the Town can create a safer, more accessible environment that benefits students, parents, and the broader community.

Above: *An example of a school pickup zone*[8]

Pedestrian Safety + Experience

Providing wide, accessible sidewalks, well-placed RRFBs, and safe crosswalk locations across busy roads is essential to improving walkability and connectivity in the Town of Hampden. These features ensure that pedestrians of all ages and abilities can navigate the town safely and comfortably, promoting a more inclusive and pedestrian-friendly environment. Strategically located crosswalks with visibility enhancements and traffic calming mechanisms, such as flashing beacons and raised (tabled) crosswalks, improve safety by alerting drivers to pedestrian activity. Several areas were considered for raised crosswalks but were eventually removed from the recommendations due to concern with the high truck traffic in these areas.

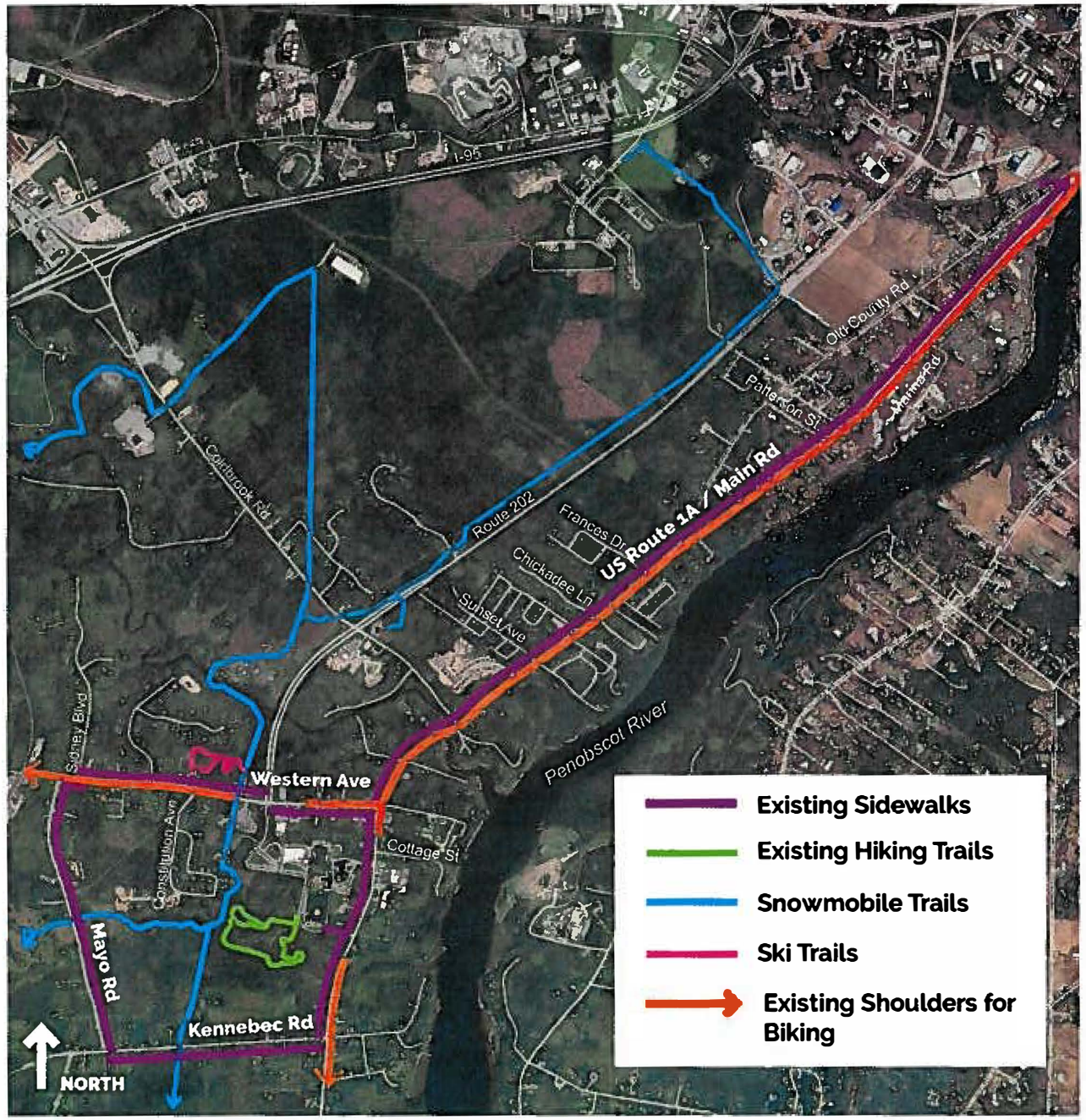
Connecting sidewalks to local trail systems enhances recreational opportunities and provides alternative transportation routes. These connections encourage walking and biking as viable travel options as well as providing a safe environment for outdoor exercise. By prioritizing these infrastructure improvements, Hampden can create a safer, more accessible community that supports residents, students, and visitors alike.



Left: *A pedestrian crossing with a RRFB*[9]

Right: *A sidewalk with lighting and trees*[10]

Bottom: *A streetscape with a planted buffer*[11]



Bike Connectivity

Bike connectivity is essential for promoting safe, efficient, and sustainable transportation options in Hampden. The current bike network is non-existent, relying on unmarked and inconsistent road shoulders along roads with heavy traffic. The 2024 Town of Hampden Comprehensive Plan lists "Provide safe, attractive, and connected neighborhoods," "Improve and expand existing infrastructure to support future growth", and "Create a more efficient multi-modal transportation network" as goals (1, 7, and 8, respectively) over the next ten years. Establishing a bike network is a definitive step toward achieving those goals.

A well-connected network of bike lanes, shared-use paths, and designated bike routes encourages more residents to choose cycling for commuting, recreation, and daily errands. It could attract cyclists using the greater BACTS bicycle network to visit Hampden, potentially boosting the local economy. Improved bike infrastructure also enhances safety by reducing conflicts between cyclists and vehicles, making roads more accommodating for all users. Connecting bike routes to key destinations such as schools, businesses, and local trail systems strengthens community mobility and supports a more active lifestyle. By prioritizing bike connectivity, Hampden can foster a more accessible, environmentally friendly, and vibrant town for residents and visitors alike.

Left: *Map of existing bike + pedestrian infrastructure*